

GERMANS DEFEATED EAST OF RHEIMS

LATEST
EXTRA

The

Evening

World.

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CROWDED FERRYBOAT RAMS PIER IN DENSE FOG; FIFTY ARE INJURED

GERMAN FORCES CUT DOWN IN DESPERATE CHARGES TO BREAK THROUGH FRENCH LINE

Three Assaults Follow Bombardment of Great Intensity East of Rheims, but Paris Reports a Repulse on Five-Mile Front.

OFFICIAL FRENCH REPORT.

PARIS, Oct. 21.—It was announced by the war office to-day that the Germans failed last night in a tremendous effort to break through the French line east of Rheims. There were three attacks along a five-mile front.

The attacks followed a heavy bombardment, which was described as having been of great "violence and density."

The French artillery and machine guns were reported to have decimated the German forces before they reached the French barbed wire entanglements.

It is declared they did not succeed in winning a single position in the French first line trenches. Following is the text of the War Office report:

"Following the bombardment reported yesterday evening to the east of Rheims, along the front of eight or nine kilometers (about five miles), stretching between the Butte de Tir and Prunay, the Germans have renewed their attack, which failed pitifully before, in the same region. In spite of the violence of the preparatory fire on the part of the artillery and the increased density of the blanket of suffocating gases, the enemy suffered a further check. On three distinct occasions our assailants endeavored to penetrate our positions.

"Decimated by the fire of our machine guns and the concentrated fire of our artillery they finally were brought to a halt in front of our barbed wire entanglements, and they were not successful in gaining possession of any point in our first lines of trenches.

"Last night we also repulsed a German attack directed against our positions in the forest of Givenchy, to the northeast of Souchez.

"In the Lorraine district a surprise attack on the part of the enemy against our listening posts to the east of Moncel resulted in complete failure. "There is nothing to report from the remainder of the front."

\$2,067,250,000 CASH PAID ON GERMAN LOAN

This Had Been Collected on Oct. 18, Although Less Than Half of It Was Due.

BERLIN, Oct. 21 (by wireless to to Sayville).—Installments paid in cash on the third German war loan up to Oct. 18 amounted to \$2,067,250,000 marks (\$2,067,250,000).

This is 68 per cent. of the total. Only 30 per cent. of the total was due up to that time.

MOONSHINER'S SENTENCE 9 YEARS, \$33,000 FINE

FORT SMITH, Ark., Oct. 21.—John L. Casper of Kansas City, alleged head of the moonshine conspiracy, who pleaded guilty in the United States District Court here yesterday, was sentenced to-day to nine years and three days in the Leavenworth Penitentiary and ordered to pay a fine of \$33,000.

The six others who admitted guilt received sentences varying from six months in jail to two years in the penitentiary.

YEAR OF BLESSINGS TO US, SAYS WILSON IN PROCLAMATION

With Europe at War We Have Been Able to Assert Our Rights Without a Break.

HAVE AIDED THE WORLD

President, Naming Nov. 25 Thanksgiving Day, Recounts Prosperity of the Country.

WASHINGTON, Oct. 21.—President Wilson to-day in a proclamation designating Nov. 25 as Thanksgiving Day, called attention to the fact that the United States has been at peace while most of Europe has been at war.

"We have been able to assert our rights and the rights of mankind without breach of friendship with the great nations with whom we have had to deal," said the President.

The President's proclamation reads as follows:

"It has long been the honored custom of our people to turn in the fruitful autumn of the year in praise and thanksgiving to Almighty God for his many blessings and mercies to us as a nation. The year that is now drawing to a close since we last observed our day of national thanksgiving has been, while a year of discipline because of the mighty forces of war and of changes which have disturbed the world, also a year of special blessing for us.

"Another year of peace has been vouchsafed us; another year in which, not only to take thought of our duty to ourselves and to mankind, but also to adjust ourselves to the many responsibilities thrust upon us by a war which has involved almost the whole of Europe. We have been able to assert our rights and the rights of mankind without breach of friendship with the great nations with whom we have had to deal, and while we have asserted rights we have been able also to perform duties and exercise privileges of succor and helpfulness which should serve to demonstrate our desire to make the office of friendship the means of truly disinterested and unselfish service.

"Our ability to serve all who could (Continued on Second Page.)

WOMEN MAY VOTE!

Not in New Jersey for President, but they have equal rights with men anywhere when it comes to choosing an advertising medium through which to find the positions, servants, homes, instruction, bargains, lost articles, &c., they seek.

31,870
Separate Want-Filling Advertisements Were Printed Last Week in

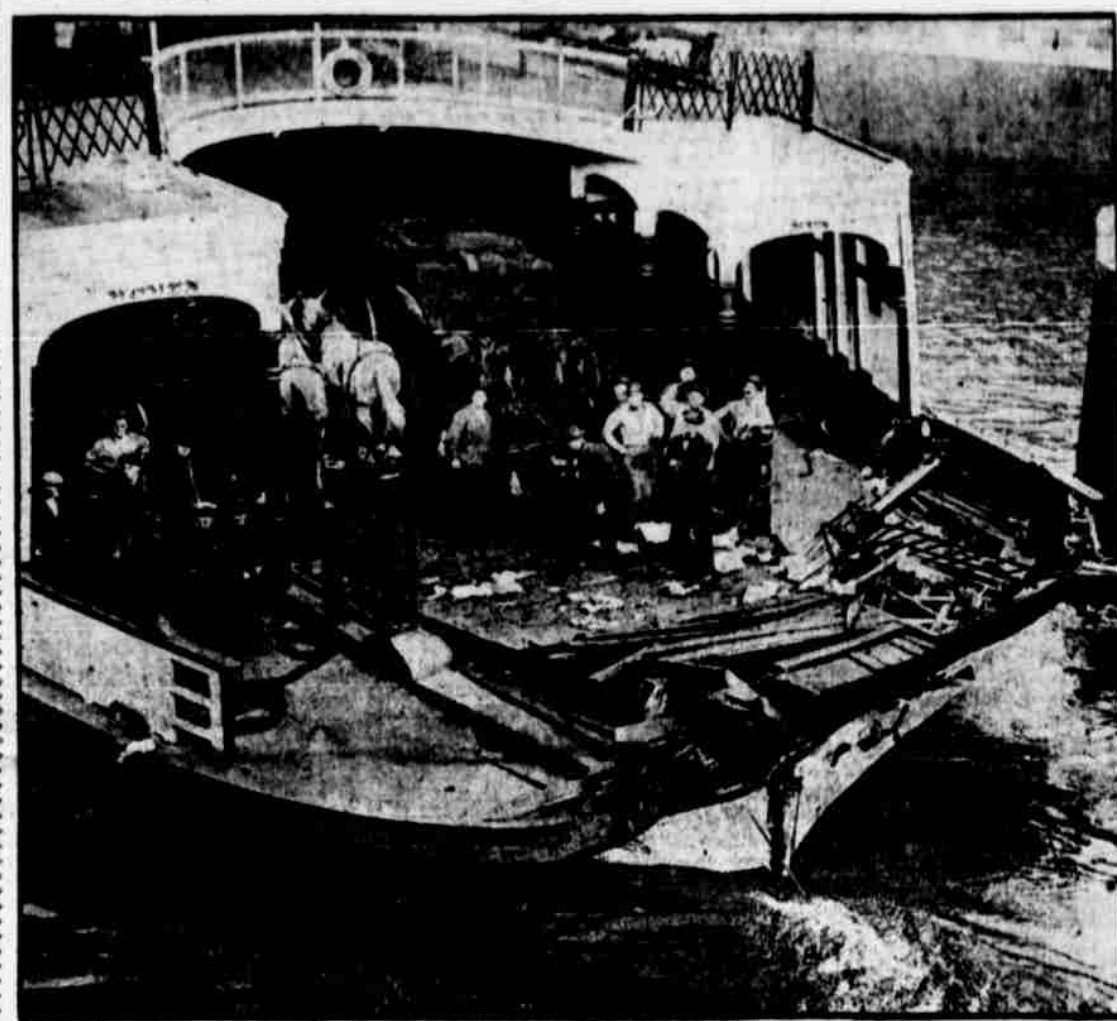
The World
17,841
More Than in the Herald!

7,406
More Than The World Printed The Corresponding Week Last Year!

Yet who wouldn't favor World ads, which get a circulation of 100,000 copies MORE in New York City each weekday than any other morning newspaper?

Seven-Time World Ads. Multiply Results!

Wreckage on Ferryboat Netherland After Crashing Into Pier at Barrow Street in Dense Fog



SAFETY FIRST MEN SURE THEY SAVED TRAIN AND LIVES

New York Delegates Returning From Detroit Convention in Two Near-Wrecks.

The New York delegates to the Safety First Convention at Detroit returned home at noon to-day considering themselves lucky to be alive. They had passed through a thrilling near-train wreck at Tarrytown and experienced trouble with another wreck further up the State and had finally landed in the Grand Central Terminal on a train other than that on which they left Detroit at 7 o'clock last night.

The New Yorkers under the guidance of Fire Commissioner Robert Adamson, boarded a fast train called the Detroit due in New York at 9:30 o'clock this morning. In the early morning hours while they alighted the Detroit was halted by a danger signal near Little Falls in the Mohawk Valley, where a freight train had jumped the rails and scattered itself all over the four tracks of the New York Central. The Detroit was sent over the West Shore to Albany and there was switched back to the New York Central tracks. Other passenger trains from the West had been delayed by the Little Falls wreck and the Twentieth Century Limited started out of Albany just behind the Detroit.

The Detroit was moving at more than sixty miles an hour when, just above Tarrytown, a handcar carrying half a dozen Italian section hands loomed up ahead on the track. The section men heard the screech of the whistle and jumped in time. The handcar was picked up and carried along on the cowcatcher of the locomotive.

of the handcar was knocked off the cowcatcher by striking the side of a bridge and fell to the rails. The forward wheels of the locomotive were derailed and ran a quarter of a mile on the ties, tearing up the right of way like a big plough, before the engineer could stop the train.

At the point where the locomotive wheels jumped the track the line runs along a stretch where the Hudson River is on one side of the right of way and a deep pond on the other. Had the locomotive jumped the track nothing could have saved the greater part of the train, or, perhaps, the whole train, from plunging into the river or the pond.

After a delay of an hour the passengers on the Detroit were transferred to the Twentieth Century Limited, which had been stopped some distance up the road and sent down over another track.

The Safety First delegates sighed gratefully as they fled into Forty-second Street. They think that if they hadn't been on the Detroit last night and to-day something might have happened to that train.

37 TO LOSE JOBS IN FINANCE OFFICE

New Salary Scale Adopted Cuts Some and Gives Raise to Others.

The Sub-Budget Committee of the Board of Estimate to-day passed the recommendations made for the Finance Department for the year 1916, which means a saving of \$125,010. The 1915 allowance of the Finance Department was \$1,354,045.

Standardization of salaries in the Comptroller's Department shows that 219 of the employees are underpaid, and an increase of \$30,350 is asked in order that they may be brought up to standard. The same test shows that 143 employees have been overpaid and a reduction in their wages will mean a saving of \$42,610.

Thirty-seven positions will be abolished. Among them one deputy receiver of taxes, \$3,700; three deputy tax receivers, \$2,100 each; one auditor of accounts, \$1,000; two auditors of accounts, \$500 each; one deputy auditor of accounts, \$2,500; and a similar position at \$2,100. The names of the persons who will lose their jobs could not be obtained.

MEXICAN BANDITS ATTACK U.S. TROOPS, KILL 3 AND WOUND 8

Big Force Makes Night Drive Against Soldiers Guarding Town in Texas.

SAN ANTONIO, Tex., Oct. 21.—Three United States soldiers were killed and eight others wounded in an engagement with Mexican bandits near Ojo de Agua about 2 A. M. to-day. Fifteen troopers guarding the place, which is about sixty miles north of Brownsville, were attacked by a band of seventy-five.

Details of the fight are lacking, but in a preliminary report from Capt. Frank H. McCoy, received at Southern Department Headquarters, the information was given out that five dead Mexicans were found after the attacking party had been driven off, some crossing the Rio Grande into Mexico. The fight lasted forty minutes.

Mexicans slain in the fight had white hat bands bearing the words "Viva Villa!"

The killed and wounded were all members of Troop G, Third Cavalry, and Company D, Signal Corps. The dead are: Sergt. Shafer, Troop G, Third Cavalry, and First Class Privates Joyce and McConnell, Company D, Signal Corps.

The list of wounded includes Privates Bower, Behr, Langlands and Kubie, Troop G, Third Cavalry, and First Class Sergt. Smith, Corp. Canaler, Company D, Signal Corps.

Private Stewart of the Signal Corps and Private Shallenback of Troop C, Third Cavalry, were also wounded in the brush between Ojo de Agua and the Rio Grande. Additional troops were rushed to the scene from nearby border patrol stations and search made for the bandits.

600 PASSENGERS IN PANIC; WOMEN CRUSHED BY HORSES IN NORTH RIVER COLLISION

The Netherland of Lackawanna Line, Loaded With Rush-Hour Crowd, Loses Way and Crashes Into Pier at Foot of Barrow Street.

FRONT OF BOAT SMASHED IN; HEAD OF PIER TORN AWAY

Fifty passengers were injured, five seriously, when the ferryboat Netherland of the Lackawanna Railroad crashed into the end of the Catskill Evening Line Pier, at Barrow Street, in the dense fog on the North River at five minutes past eight this morning. The boat was making its way into the ferry slip, just north of the pier, when the accident occurred, and scores of passengers in the front of the boat were trampled in the panic which followed.

NORWAY GETS DAMAGES FOR RAID OF A U-BOAT

Kaiser Agents to Pay for the Sinking of the Steamship Sveit Jarl.

LONDON, Oct. 21.—Germany has notified Norway that the Kaiser will pay indemnity for the sinking by a German submarine of the Norwegian steamship Sveit Jarl, according to an official message from Christiania.

The German were quoted as saying that the vessel was itself at fault, however, for showing no neutral markings.

38 BRITISH SHIPS SUNK, U-BOAT 30-DAY RECORD

Report for September Shows No Let Up in Submarine Activity, Says Berlin.

BERLIN (via Sayville Wireless), Oct. 21.—"The best answer to the British claim that German submarine activity has ceased is contained in the record of British ships torpedoed in September," said an official announcement to-day.

Merchant vessels thus destroyed, it was stated, numbered twenty-nine, totaling 103,316 tons; transports, two, totaling 19,849 tons; trawlers, seven, totaling 1,200 tons.

In addition to this, it was said six enemy merchant ships of 20,612 total tonnage were destroyed by mines.

'PHONE TALK 'AT' PARIS FROM AMERICAN STATION

Navy Department Tries Wireless Feat, but Must Wait for Cable to Verify Results.

WASHINGTON, Oct. 21.—The Navy Department last night attempted another inspiring feat of telephony. From the Arlington wireless station officials of the Department talked "at" Paris. They expect to know before to-night whether they succeeded in talking "with" Paris.

They expect a cablegram saying their remarks were received and repeating them for verification.

The most seriously injured were taken to St. Vincent's Hospital and surgeons from that institution established an emergency base on the pier and treated fifty others, many of whom were women.

So great was the impact when the ferryboat suddenly smashed into the pierhead that the front of the boat crumpled like a paper box and part of the pier was torn away. While women shrieked and horses trampled on passengers thrown under their feet and while men fought to leap from the boat to the pier, Capt. George Tuttle kept his siren sounding a cry for help. Fearful that the boat might sink with her more than 600 passengers, he held her against the pier with all the force of the engines. Finally he edged her into the slip, where she was made fast.

MORE THAN THE USUAL CROWD ON BOAT.

Owing to the heavy fog the boats had been running on irregular schedule and the Netherland having been held several minutes late at the Jersey terminal was unusually crowded. Passengers were standing in the cabins on both the lower and upper decks and the centre runway was crowded with teams. The boat left the Jersey side at 7:53 o'clock instead of the scheduled time of 7:45.

Passengers said the ferry proceeded slowly across the first half of the river for a few minutes. The fog was so dense that Captain Tuttle could not see the front of the boat. Passengers, crowded to the front of the boat, could not see a foot ahead of them.

Suddenly when the boat was about in the middle of the river there was a rift in the fog and the boat seemed to increase its speed, according to Mark Schneider, of No. 315 Monroe Street, Carlstadt, N. J., a passenger. The fog settled down again a moment later, he said, but the speed of the boat did not seem to diminish.

The huge fog bell at the Manhattan slip was heard from time to time by the passengers and the boat was being directed toward this sound. As it became clearer and clearer the passengers pushed forward and they were pressing against the iron gates at the front of the boat when the front of the pier suddenly loomed ahead. It was not ten feet away when the passengers saw it, and apparently the Captain in the pilot house did not know it was there until he struck.

SOME THROWN UNDER HORSES' FEET.

When the boat struck with a splitting and crunching of timbers the frightened passengers strove to get out of the way. Two men leaped over